

Proviso.
Payment of one-half
of cost by railroads
whose tracks are
crossed.

Enforcement.

Acquisition of neces-
sary land.
Ante, p. 1353.

After completion of
Fern Street viaduct,
grade crossing at Chest-
nut Street forever
closed.

After completion of
Varnum Street via-
duct, grade crossing at
Bates Road forever
closed.

After completion of
Eastern Avenue via-
duct, grade crossing at
Quarles Street forever
closed.

railroad, under or over said track or tracks: *Provided*, That one-half of the total cost of constructing any viaduct or subway and approaches thereto shall in each case be paid by the railroad company, its successors or assigns, whose tracks are so crossed; and in the event the rights of way of two or more railroad companies are so crossed said half cost as herein provided shall be paid by the said railroad companies, their successors or assigns, in proportion to the widths of their respective land holdings, and all provisions in respect to the method of payment and credit of said half cost, creation of a lien in respect thereto and enforcement thereof, conditions of use thereof by street railway companies, and every other kind of condition provided in section 1 hereof, and the authorization and every condition in respect thereto for the acquisition of any necessary land provided in section 2 hereof, in relation to the viaducts and their approaches therein authorized, are hereby made applicable to the subways, viaducts, and approaches authorized in this section the same as if enacted at length herein.

SEC. 4. From and after the completion of the viaduct and approaches to carry Fern Street over the tracks and right of way of the Metropolitan Branch of the Baltimore and Ohio Railroad Company, the highway grade crossing over the tracks and right of way of the said Baltimore and Ohio Railroad Company at Chestnut Street shall be forever closed against further traffic of any kind; and from and after the completion of the viaduct and approaches to carry Varnum Street over the tracks and right of way of the Metropolitan Branch of the Baltimore and Ohio Railroad Company, the highway grade crossing over the tracks and right of way of the said railroad company at Bates Road shall be forever closed against further traffic of any kind, and from and after the completion of the viaduct and approaches to carry Eastern Avenue over the tracks and rights of way of the Philadelphia, Baltimore and Washington Railroad Company and the Baltimore and Ohio Railroad Company, the highway grade crossing over the tracks and rights of way of the said railroad companies at Quarles Street, shall be forever closed against further traffic of any kind.

Approved, March 3, 1927.

March 3, 1927.
[H. R. 7973.]
[Public, No. 710.]

CHAP. 307.—An Act To provide American registry for the Norwegian sailing vessel *Derwent*.

"*Derwent*,"
American registry
given for foreign sail-
ing vessel.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built sailing vessel *Derwent*, purchased and wholly owned by American citizens and repaired and changed by them into a barge, to be enrolled and licensed as a vessel of the United States.

Approved, March 3, 1927.

March 3, 1927.
[H. R. 16703.]
[Public, No. 711.]

CHAP. 308.—An Act Authorizing the President to appoint Captain Reginald Rowan Belknap, United States Navy, retired, a rear admiral on the retired list of the Navy.

Navy.
Captain Reginald
Rowan Belknap to be
appointed rear admiral
on retired list.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in recognition of the exceptionally meritorious service of Captain Reginald Rowan Belknap, United States Navy, retired, in command of Mine Squadron 1 of the mine force during the operation of laying mines in the North Sea, and for his excellent work in connection with the equip-